

## CIVIL AERONAUTICS JOURNAL



ISSUED TWICE MONTHLY BY THE  
CIVIL AERONAUTICS ADMINISTRATION

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APR 6 1941

VOLUME 2

WASHINGTON, APRIL 1, 1941

NUMBER 7

Durham, N. C.

## New Safety Records Established In Private Flying Operations

### Nearly 1,000,000 Miles Flown Per Fatal Accident During 1940

An all-time record of nearly 1,000,000 miles flown per fatal accident was established for private flying during 1940, according to preliminary figures compiled by the Civil Aeronautics Administration. This compares with 916,846 miles per fatal accident in 1939, 752,088 in 1938, 557,818 in 1937, 586,920 in 1936, and 516,803 in 1935.

This mark was attained last year despite sharp increases in the number of airplanes in operation and the number of miles flown, as compared with recent years. In 1940, miles flown

totaled 229,000,000 against 177,868,157 in 1939.

During the year, there were 1,659,420 miles flown per passenger fatality, and 1,168,367 miles flown per pilot fatality. This compares with 1,279,627 miles per passenger fatality and 1,104,771 miles flown per pilot fatality in 1939.

The Civilian Pilot Training Program accounted for a large amount of the increased flying during the last 6 months of last year; there were some 30,000 students in the program between July and December. In recognition of the safety of the C. P. T. P., insurance underwriters, effective January 1, 1941, doubled the amount of hospitalization and medical reimbursements for these students, with no increase in premium. The premium rate now is \$9, which com-

pares with an original rate of \$20 for the first controlled course in 1939. This premium covers both the \$1,000 for injury and \$3,000 in event of death.

The accompanying tabulation shows private flying operations for 1940, with comparisons for 1939, 1938, 1937, 1936, and 1935.

### Groves Appointed To Manage New Washington Airport Field Opening This Month for Airline Use

Plans are being rapidly pushed for the completion of the new Washington National Airport at Gravelly Point, and present indications are that daily operations at the field will begin around the middle of this month.

Col. Donald H. Connolly, Administrator of Civil Aeronautics, has announced the appointment of John Groves, former Assistant Chief of the Civilian Pilot Training Division, as manager of the airport.

Grading, road-making, and landscaping are still underway, as well as the finishing work on the terminal and hangar buildings. The opening date depends largely upon the completion of servicing facilities for planes and the installation of the necessary radio and traffic-control equipment. It is expected that the new, automatic traffic-control board, to be one of the features of the airport, will not be ready until sometime after the field is placed in operation.

Contracts for most of the concessions already have been awarded, including those for aviation fuel, the restaurants

(See GROVES, page 86)

### Private Flying Operations and Accidents

	1940 <sup>1</sup>	1939	1938	1937	1936	1935
Airplanes in operation.....	16,500	12,274	10,718	10,446	8,849	8,613
Miles flown.....	229,000,000	177,868,157	129,359,095	103,196,355	93,320,375	84,755,630
Number of fatal accidents.....	231	194	172	185	159	164
Miles flown per fatal accident.....	991,342	916,846	752,088	557,818	586,920	516,803
Pilot fatalities.....	196	161	141	152	130	134
Dual or student fatalities.....	13	7	15	16	15	19
Passenger fatalities.....	138	139	115	112	119	100
Aircraft crew fatalities (other than pilot, dual pilot, or student).....	0	4	1	2	6	4
Ground crew and third-party fatalities.....	9	3	3	1	2	5
Total fatalities.....	356	314	275	283	272	262
Miles flown per pilot fatality.....	1,168,367	1,104,771	917,440	678,923	717,849	632,505
Miles flown per passenger fatality.....	1,659,420	1,279,627	1,124,862	921,396	784,205	847,556

<sup>1</sup> 1940 figures are preliminary.

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ISSUED TWICE MONTHLY BY THE  
CIVIL AERONAUTICS ADMINISTRATION

VOL. 2 APRIL 1, 1941 No. 7

Published with the approval of the  
Director of the Bureau of the Budget

Issued on the 1st and 15th of each month.  
Subscription \$1 (foreign \$1.50) per year. Single  
copies 5 cents. Sold by the Superintendent of  
Documents, U. S. Government Printing Office,  
Washington, D. C.

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## GROVES

(continued from page 85)

and newsstands, and taxicab service to and from Washington. There will be public transportation facilities in addition to taxicab service.

Mr. Groves, the new manager, was born in Hingham, Mass., in 1900, and has spent most of his life in Washington. He first began work with Government aviation agencies in 1926, and was successively aeronautical observer, airport specialist, and an official of the C. A. A.'s Private Flying Division. He also served for 2½ years as a second lieutenant in the Marine Corps.

## Air Transportation

## Pennsylvania-Central Gets New Routes

The Civil Aeronautics Board has amended the certificate of convenience and necessity of Pennsylvania-Central Airlines covering its route No. 55 to include service to and from the Tri-Cities—Bristol, Tenn.-Va., Johnson City, and Kingsport, Tenn.

The Board also issued a temporary certificate to the company authorizing it to engage in air transportation of persons, property, and mail to and from Clarksburg, W. Va., on the same route, until the airport at the authorized intermediate stop at Wheeling, W. Va., is completed.

Route No. 55, as amended, extends between the terminal point Pittsburgh, Pa., the intermediate points, Wheeling, W. Va., Clarksburg, W. Va. (temporarily), Charleston, W. Va., Bristol, Tenn.-Va. (designation for the Tri-Cities), Knoxville, Tenn., and Chattanooga, Tenn., and the terminal point, Birmingham, Ala.

## Regulation Requires Altitude Recorder

The Civil Aeronautics Board has passed an amendment to the Civil Air Regulations requiring all scheduled aircraft over 10,000 pounds gross weight to be equipped by January 1, 1942, with a device which will make a record of the altitudes at which the airplane is flown, as well as show the time and period of operation of the radio transmitter during flight.

This recording device, among other uses, will serve to furnish valuable operating information to the airlines; substantiate a pilot's report of his flight; and can be used to settle any controversies which may arise as a result of reported violations.

## Griffin To Head Standardization Center at Houston

Appointment of Bennett H. (Benny) Griffin to be Chief of the new Standardization Center at Houston, Tex., has been announced by Col. Donald H. Connolly, Administrator of Civil Aeronautics.

Since 1933, Mr. Griffin has been in the Inspection Service of Government aviation agencies. Lately, he has been in charge of the Instrument Training School at Wayne County Airport, Detroit, Mich., in addition to his work of standardizing the Civil Aeronautics Administration's 300 field inspectors. He is a native of Barton, Miss., and is 46 years old.

## Board Adjusts Mail Pay for UAL's Route No. 12

The Civil Aeronautics Board has issued an opinion in which it adjusted the rate of compensation for United Air Lines Transport Corporation's Route No. 12 in order to meet the change in the number of schedules operating on this route. The rate was fixed at 34.84 cents per airplane mile.

An abstract of the Board's Order in this case appears in the Official Actions section, page 90. Copies of the text of the opinion and order may be obtained from the Correspondence Section, Civil Aeronautics Administration, Washington, D. C.

## Aero Gas Production

Production of aviation gasoline in January totaled 1,566,000 barrels, an increase of 254,000 barrels over the 1,312,000 barrels produced in December, the Bureau of Mines reported.

Exports in January were 440,000 barrels against 497,000 barrels in December, while stocks on hand at the ends of the 2 months, were 6,545,000 and 6,234,000 barrels, respectively.

## STATISTICAL SUMMARY

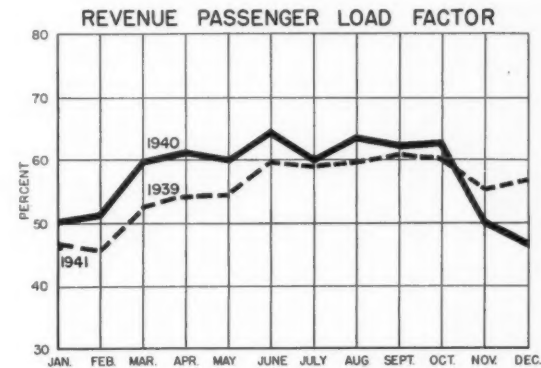
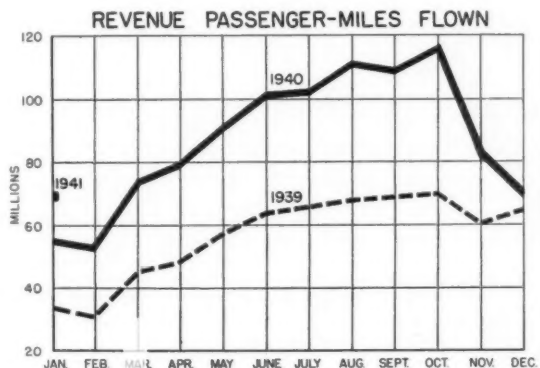
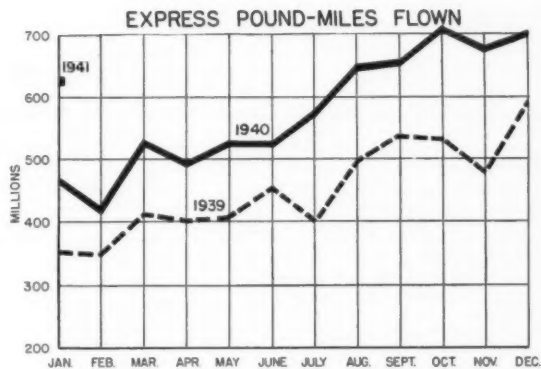
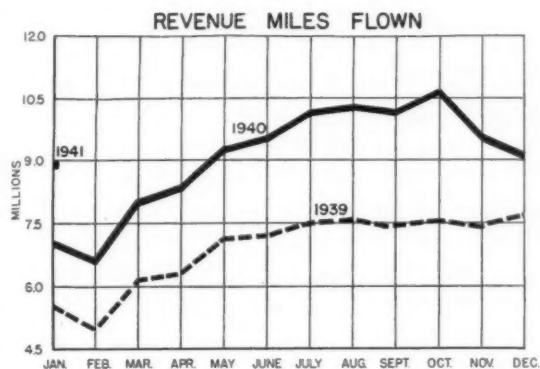


The Nation's 16 scheduled air carriers for the first month of this year reported operations gains in the four categories measured ranging from 22.26 to 35.21 percent when compared with traffic statistics for January 1940, according to reports filed with the Civil Aeronautics Administration.

The air lines in January flew 8,889,649 revenue-miles, a 22.26 percent increase over the same month of 1940. Revenue passengers carried totaled 177,055, a gain of 29.92 percent over January of last year, while revenue passenger-miles flown aggregated 69,047,939, up 25.01 percent over the corresponding month of 1940. Express pound-miles flown reached 627,210,951 for the first month of this year, an increase of 35.21 percent over January 1940.

The revenue passenger load factor for January was 45.51 percent compared with 50.14 percent for January 1939.

# Domestic Air-Carrier Traffic Statistics for 1939, 1940, and the First Month of 1941



## Domestic Air-Carrier Traffic Statistics for January 1941

Operator	Revenue miles flown		Revenue passengers carried		Revenue passenger-miles flown		Express pound-miles flown		Revenue passenger load factor (percent)	
	January 1941	Percent change over 1940	January 1941	Percent change over 1940	January 1941	Percent change over 1940	January 1941	Percent change over 1940	January 1941	January 1940
American Airlines, Inc.	2,113,164	18.61	57,788	25.79	22,034,853	23.99	201,458,105	51.16	58.33	61.91
Braniff Airways, Inc.	409,953	41.25	8,898	57.43	2,556,479	37.58	13,074,864	34.16	38.11	49.21
Catalina Air Transport, Inc. <sup>1</sup>	5,560	57.06	881	71.07	26,430	71.07	302,850	35.36	45.41	43.06
Chicago & Southern Air Lines, Inc.	141,936	3.41	2,807	75.66	1,071,871	61.50	7,219,687	79.12	35.87	61.18
Continental Air Lines, Inc.	111,873	31.23	1,094	66.51	348,003	73.09	707,970	78.74	31.10	34.59
Delta Air Corporation	196,880	56.84	3,906	60.74	1,100,867	81.80	2,513,630	54.68	41.81	48.25
Eastern Air Lines, Inc.	1,545,212	40.15	32,639	48.19	15,030,563	36.63	87,706,145	21.71	51.68	56.04
Inland Air Lines, Inc.	92,801	30.65	866	58.03	230,131	71.79	334,293	94.55	25.07	18.86
Mid-Continent Airlines, Inc.	155,804	54.49	1,541	29.17	393,010	30.91	939,910	16.11	21.48	29.77
National Airlines, Inc.	146,741	105.18	2,888	92.66	735,093	120.81	2,135,285	441.52	44.32	46.55
Northeast Airlines, Inc.	95,766	46.64	2,001	39.93	326,208	41.49	422,618	71.05	34.06	35.30
Northwest Airlines, Inc.	447,620	- .68	6,189	-1.07	2,500,003	1.45	28,144,479	74.38	27.77	32.53
Pennsylvania-Central Airlines Corporation	325,806	14.99	12,360	17.78	2,223,649	21.55	13,283,587	45.74	34.79	42.83
Transcontinental & Western Air, Inc.	1,182,966	15.49	17,150	35.83	8,411,973	21.51	71,346,748	11.18	45.03	40.78
United Air Lines Transport Corporation	1,691,925	12.55	22,703	18.66	10,477,491	7.74	180,042,143	29.64	43.32	47.88
Western Air Express Corporation	225,642	34.34	3,344	61.08	980,715	34.40	17,488,637	39.54	29.91	35.56
<b>Total</b>	<b>8,889,649</b>	<b>22.26</b>	<b>177,055</b>	<b>29.92</b>	<b>69,047,939</b>	<b>25.01</b>	<b>627,210,951</b>	<b>35.21</b>	<b>46.51</b>	<b>50.14</b>

<sup>1</sup> Formerly Wilmington-Catalina Airlines, Ltd.

# Manufacturing and Production

## January Aero Exports Total \$40,852,241

The aeronautical industry opened the new year by establishing an all-time export record with shipments during January amounting to \$40,852,241, an increase of 27.2 percent over the December total of \$32,111,229, and 9 percent above the previous monthly high recorded in August of last year, at which time the export demand ac-

counted for \$37,479,494, the Motive Products Division, Department of Commerce, has reported.

Shipments included 450 land planes valued at \$25,480,373; 8 seaplanes worth \$1,545,939; and 9 land planes, less engines, with a value of \$459,549; or a total of 467 planes worth \$27,485,861. There were, also, 514 engines worth \$5,710,002; engine parts and accessories, \$2,441,994; instruments and parts worth \$1,408,606; propellers and parts \$1,387,202; miscellaneous parts and accessories, \$2,361,556; and parachutes and parts valued at \$57,020.

Five of the countries of destination had purchases representing 93 percent

of the total aeronautical exports for the month, the United Kingdom accounting for \$19,340,590, Canada with \$7,190,715, Gold Coast with \$6,397,497, British Malaya taking \$2,708,644, and the Union of South Africa \$2,376,382.

The total for January 1941 shows an improvement of 60 percent over the corresponding month of 1940, when shipments abroad amounted to \$25,447,977, and has advanced by 734 percent over January 1939, exports valued at \$4,896,018.

## Accessory Ruling Issued by O. P. M.

Because many recent questions have indicated a misunderstanding by suppliers of air-line accessories and maintenance items as to their rights, under the defense program, to furnish these

(See ACCESSORIES, page 89)

## New Type Approvals

(Approved numbers and dates of assignment in parenthesis)

### Type Certificates

#### Aircraft

Meyers, OTW, two-place open land biplane, Engine, Warner Scarab Series 40 or 50 (736, February 18, 1941).

Interstate, S-1A Cadet, two-place closed land monoplane, Engine, Continental A-65-B (737, February 26, 1941).

#### Propellers

Pilot, 88M, wood, 7 feet 4 inches diameter, 4 feet 5 inches to 3 feet 11 inches pitch, 160 horsepower, 2,300 revolutions per minute (761, February 20, 1941).

## New Models Added to Old-Type Approvals

(Approval numbers and date of approval of new models in parentheses)

#### Aircraft

Howard, DGA-15W, five-place closed land monoplane, Engine, Wright R-760E-2 (type certificate No. 717, February 3, 1941).

Porterfield, FP-65, two-place closed land monoplane, Engine, Franklin 4AC-176-B2 (type certificate No. 720, February 10, 1941).

#### Engines

Wright, Cyclones R-1820G-5E (direct drive) and GR-1820G-5E (16:11 reduction gears); 9 cylinders, radial air cooled; (Low blower) 850 horsepower at 2,100 revolutions per minute at 6,000 feet, pressure altitude at 34.0 inches manifold pressure. (High blower) 750 horsepower at 2,100 revolutions per minute at 15,200 feet, pressure altitude at 33.5 inches manifold pressure. (Approved Type Certificate No. 154, February 17, 1941).

#### Propellers

Hamilton Standard, 2B propeller with 6165A-12 blades, metal, controllable, 165 horsepower, 2,100 revolutions per minute. (Type certificate No. 255, February 1, 1941).

Sensenich, 70DF, wood, 5 feet 10 inches diameter, 4 feet 2 inches to 3 feet 8 inches pitch, 80 horsepower, 2,500 revolutions per minute. (Type Certificate No. 734, February 25, 1941).

Pilot, 87K, wood, 7 feet 3 1/4 inches diameter, 4 feet 4 inches pitch, 100 horsepower, 1,810 revolutions per minute. (Type Certificate No. 761, February 27, 1941).

Pilot, 88MT, wood, 7 feet 4 inches diameter, 4 feet 6 inches pitch, 160 horsepower, 2,300 revolutions per minute. (Type Certificate No. 761, February 27, 1941).

#### Appliances

Russell, safety belt, models AE-301-C and AE-302-D. Approved for 1 or 2 persons. (Type Certificate No. 90, February 26, 1941).

## Airways and Airports

## Program To Train 5,750 Airport Helpers In Progress

### First Class Completes Servicemen's Course

To insure a steady flow of efficiently trained aviation ground servicemen in volume sufficient to meet the increasing need brought by the Nation's expanding facilities, a special Work Projects Administration program, sponsored by the Advisory Commission for National Defense, and co-sponsored by the Civil Aeronautics Administration and the Office of Education is now engaged in the training of 5,750 airport helpers.

Airport managers, fixed-base operators, and others who want further details concerning the type of training given or the availability of graduate trainees in their localities may obtain the desired information by addressing their request to the Administrator of Civil Aeronautics, Washington, D. C.

The first class of 10 trainees graduated at Congressional Airport, Rockville, Md., last month, and arrangements already have been made for immediate expansion of classes at 14 new airports throughout the South Central States. Each class is composed of an instructor and 10 students.

In announcing the expanded program, Col. Donald H. Connolly, Administrator of Civil Aeronautics, pointed out that at the completion of the 90-day course of study, the trainees are qualified to undertake any of the multitudinous duties around large and small airports not requiring the services of a certificated mechanic.

"The project was conceived as a precautionary measure to forestall any possible shortage of efficient ground men to meet the increased demand which will be brought about by the expanded aviation programs," Colonel Connolly said, "and our efforts are receiving the enthusiastic support of airport managers everywhere.

"Persons selected for this training are given a thorough indoctrination in the etiquette of airport behavior, the first rule of which is *safety*, the second, *caution*, and the third, *thoroughness*."

The trainees are men ranging between the ages of 18 and 35 who have been selected from W. P. A. rolls. They alternate actual work under the watchful eye of a skilled employee with classroom study directed by an instructor selected by the Office of Education. These instructors usually are men with previous airport experience who have been given a brief, intensive course in teaching technique under the supervision of an airport specialist and a specialist in vocational training, in advance of the organization of worker classes.

Trainees are required to learn Federal, State, and local field regulations. They are taught to direct the taxiing and parking of planes at fields where there is no radio direction; to place blocks correctly under airplane wheels; to start engines by hand and by mechanical methods. They are taught how to handle planes on the ground and store them in hangars, and how to clean the ships and their various parts as well as the engines and accessories.

They check the servicing equipment for evidence of dirt and water, and check ignition switches. They are taught how to gas and oil an airplane; to handle necessary records and forms; to make

(Continued on page 92)



# Private Flying

## C. P. T. P. Cited in "Nation's Business"

The Civilian Pilot Training Program of the Civil Aeronautics Administration and the safety record established under it was cited in an article, *The Family Airplane Rounds the Corner*, by S. Altschul and M. Van Slyke, which appeared in a recent issue of *NATION'S BUSINESS*, house organ for the Chamber of Commerce of the United States.

"That the small airplane has come into its own, so far as safety is concerned, is most quickly and impressively illustrated by insurance statistics," the article states. "It is a fair assumption that insurance companies are realists in the matter of writing risks, including aviation risks."

"The experience of the Civilian Pilot Training Program, sponsored by the Civil Aeronautics Administration, provides a sufficiently broad case history from which to present a compact and accurate survey of trends in insurance rates. Launched in 1939 with an initial enrollment of 10,000 students, the C. P. T. P. expanded its activities to include some 45,000 in its training courses for 1940. Before this program was started in 1939, the premium for \$3,000 coverage of a student pilot was \$35. For the C. P. T. P., the rate was initially set at \$20. Late in 1939 this was reduced to \$14. At the outset of the 1940 summer course, this was cut to \$10. For the autumn course, the rate was further reduced to \$9."

"Since 1939 approximately 55,000 pilots were trained or started in their training. The case history, according to the latest available statistics, shows that there was 1 student fatality for every 10,000,000 miles of flying. This makes flying under the C. P. T. P. about as safe as driving an automobile under ordinary circumstances."

Looking to the future of aviation, the article states:

"It is hard to estimate the importance to the future growth of private aviation of the Civilian Pilot Training Program. The knowledge of flying which daily is being imparted to thousands of Americans has some of the characteristics of a rolling snowball in that its effect is cumulative. It is no accident that today automobile dealers rarely have to teach a buyer how to drive. That knowledge has been handed down from parent to child, from older brother to sister, from friend to friend. It is reasonable to assume that the same will be true in flying."

"About 3 years ago only 17,700 people held active civilian pilot certificates. Latest figures show more than 41,000 active pilots. Government authorities estimate that by the fall of 1941, the number will have grown to 100,000."

## Special Weather Map Prepared for C. P. T. P.

Designed especially for the use in the ground school meteorological course, the Weather Bureau now prepares a daily map which is mailed to all coordinators in the Civilian Pilot Training Program.

In order to insure a constant sequence of the synoptic situation, these maps will be mailed daily, except for those drawn on Saturday and Sunday, which will be mailed Monday morning. Except for the different colors used to denote the frontal movements of the air masses, this special weather map conforms exactly to the 1:30 a. m. E. S. T. weather map drawn at all Weather Bureau airways stations.

## C. P. T. Text Sales Reach 151,853 Copies

As of mid-March, sales of the 10 textbooks written for the 1940-41 Civilian Pilot Training Program had reached 151,853 copies, according to the records of the Superintendent of Documents. The following tabulation shows sales of individual volumes:

FLIGHT INSTRUCTOR'S MANUAL (No. 5).....	10,144
DIGEST OF CIVIL AIR REGULATIONS FOR PILOTS (No. 22).....	50,567
CIVIL PILOT TRAINING MANUAL (No. 23).....	20,954
PRACTICAL AIR NAVIGATION (No. 24).....	18,211
METEOROLOGY FOR PILOTS (No. 25).....	18,662
AERODYNAMICS FOR PILOTS (No. 26).....	9,443
PILOTS' AIRPLANE MANUAL (No. 27).....	9,364
PILOTS' POWERPLANT MANUAL (No. 28).....	6,968
PILOTS' RADIO MANUAL (No. 29).....	3,419
GROUND INSTRUCTOR'S MANUAL (No. 30).....	4,121
(NOTE.—Bulletins Nos. 26, 27, 28, and 29 are for use in the secondary C. P. T. course.)	

## Designation of Medical Examiners

During the month of February 1941, the following-named physicians were officially authorized to make physical examinations for the administration.

FLORIDA.—Dr. Paul George Shell, Sweet Building, Fort Lauderdale.

IDAHO.—Dr. Hugh Elmer Dean, 151 West Third Street, Burley.

KENTUCKY.—Dr. Gordon Stephen Buttorff, 633 Francis Building, Louisville.

LOUISIANA.—Dr. Willie G. Fisher, 420 Pajo Street, Lake Charles.

MASSACHUSETTS.—Dr. Everett Hale Tomb, 46 Lexington Street, Framingham.

MINNESOTA.—Dr. Ralph J. Eckman, 2031 West Superior Street, Duluth.

MISSOURI.—Dr. William Raymond Jackson, 116 North Main Street, Maryville.

NORTH CAROLINA.—Dr. Frank Bernard McGrath, Elm Street, Lumberton.

OHIO.—Dr. Joseph Marvin Canter, 923 Copley Road, Akron.

SOUTH DAKOTA.—Dr. John Milton Butler, Black Hills Clinic, Hot Springs.

TEXAS.—Dr. John S. Minnett, 3618 Fairmount, Dallas, and Dr. Edgar Walker Anderson, 108 Eighth Street, Huntsville.

UTAH.—Dr. Phil Hansen, 112 North Main Street, Richfield.

VERMONT.—Dr. Edward A. Cramton, 33 Main Street, St. Johnsbury.

## Air-line Medical Examiners

Dr. Sumner C. Andrews, 636 Beacon Street, Boston, Mass.

Dr. Lawrence M. Larson, Medical Arts Building, Minneapolis, Minn.

Dr. John S. Minnett, 3618 Fairmount, Dallas, Tex.

The following physicians are no longer making examinations for the Administration:

Dr. Benjamin D. Choate, Louisville, Ky.

Dr. Charles V. Hatchette, Lake Charles, La.

Dr. Frederick E. Cruft, Boston, Mass.

Dr. Rosel T. Seashore, Duluth, Minn.

Dr. George C. Allen, Lumberton, N. C.

Dr. Sydney J. Havre, Akron, Ohio.

Dr. Rudolph F. Kurz, Cincinnati, Ohio.

Dr. David B. Gottfredson, Richfield, Utah.

## ACCESSORIES

(continued from page 88)

parts to scheduled commercial air lines, the Priorities Division of the Office of Production Management has announced that orders for such items should be filled promptly when this can be done without interfering with the military aircraft program.

E. R. Stettinius, Jr., Director of Priorities, said it is the intention of the Division to see to it that there is a free flow of necessary parts and accessories to the air lines, for maintenance and repair purposes. This is in line with the general policy of the Division of aiding the air lines in meeting their reasonable needs.

During recent weeks, Mr. Stettinius said, inquiries have shown that the producers of aircraft parts and accessories were not fully informed about their rights in filling orders from the civilian air lines. Mr. Stettinius and Arthur D. Whiteside, chairman of the Commercial Aircraft Group, joined in a statement which said:

"It should be made clear that there is nothing in the present defense program to prevent manufacturers from filling these commercial contracts for parts and accessories, used for maintenance and repair purposes, so long as this does not impede the execution of the military contracts, and these commercial orders need not be accompanied by preference ratings."

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# CIVIL AERONAUTICS BOARD

## OFFICIAL ACTIONS

### Abstracts of Opinions, Orders, and Regulations

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FOR THE PERIOD MARCH 1-15, 1941

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#### ORDERS

NOTE.—Orders Nos. 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, and 914, all dated February 28, were not received in time for inclusion in the last Journal.

ORDER No. 902: *Revoked student pilot certificate of John King Woody.*

The Board on February 28 revoked student pilot certificate No. 24530, held by John King Woody, Durham, N. C., for piloting an aircraft carrying a passenger other than a certificated instructor and other violations of the Civil Air Regulations.

ORDER No. 903: *Eastern permitted to inaugurate nonstop service.*

The Board on February 28 granted Eastern Air Lines, Inc., permission to inaugurate on March 1, 1941, nonstop service between Birmingham and Mobile, Ala., intermediate points on Route No. 5, and between Savannah, Ga., and Washington, D. C., and Raleigh, N. C., and Washington, D. C., intermediate points on Route No. 6.

ORDER No. 904: *American permitted to inaugurate nonstop service.*

The Board on February 28 granted American Airlines, Inc., permission to inaugurate on March 1, 1941, nonstop service between Nashville, Tenn., and Bristol, Va., intermediate points on Route No. 23.

ORDER No. 905: *Revoked air agency certificate of Eagle Air Service, Inc.*

The Board on February 28 revoked air agency certificate No. 797, held by Eagle Air Service, Inc., a primary flying school at Floyd Bennett Field, N. Y., for employing and permitting Jack Horst Lowenthal to give flight instruction for hire when he was not possessed of a proper flight-instructor rating in violation of the Civil Air Regulations.

ORDER No. 906: *Re application of Harold Vanderbilt and Eastern for approval of interlocking relationships.*

The Board on February 28 granted petition of Harold S. Vanderbilt and Eastern Air Lines, Inc., for reopening and reconsideration of the order of the Board (Order No. 852) disapproving interlocking relationships between Harold S. Vanderbilt, Eastern Air Lines and Pullman Co.

ORDER No. 907: *Denied petition for reargument and reconsideration.*

The Board on February 28 denied petition of Dixie Airlines, Inc., for reargument and reconsideration of the opinion and order of the Board (Order No. 869) for issuance of a certificate of public convenience and necessity to Pennsylvania-Central Airlines Corporation authorizing it to engage in air transportation of persons, property, and mail between Pittsburgh, Pa., and Birmingham, Ala.

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#### NOTICE

Beginning with this issue of the CIVIL AERONAUTICS JOURNAL, the tabulation showing the status of Parts of the Civil Air Regulations and amendments thereto, and the Civil Aeronautics Manuals, will be carried only once a month. Thus, the table will appear in the JOURNAL dated April 15, and in each mid-month issue thereafter. Amendments of the CAR issued subsequent to the first and up to the 15th of the month appear in this section under REGULATIONS.

ORDER No. 908: *Reopened proceeding for reargument and reconsideration.*

The Board on February 28 reopened proceeding for reargument and reconsideration of the opinion and order of the Board (Order No. 869) insofar as it restricted Eastern's operations to Birmingham to flights originating and terminating at New Orleans or points south thereof, and at Washington, D. C., or points north thereof on Route No. 5.

ORDER No. 909: *Chicago & Southern granted permission to intervene.*

The Board on February 28 granted Chicago & Southern Air Lines, Inc., permission to intervene in the proceeding reopened by Order No. 908.

ORDER No. 910: *Re petition of UAL for transportation of mail over Route No. 12.*

The Board on February 28 adopted a supplemental order fixing and determin-

ing the fair and reasonable rates of compensation for transportation of mail by United Air Lines Transport Corporation over Route No. 12. (Opinion and order—Docket 16-406(A)-1.)

ORDER No. 911: *Consolidated matters for hearing.*

The Board on February 28 consolidated for hearing application of Star Air Lines, Inc., for a certificate of public convenience and necessity to engage in air transportation between Juneau and Anchorage, Alaska, via the intermediate points Yakutat, Cordova, and Valdez with applications of Alaska Air Lines, Inc., and Pacific Alaska Airways.

ORDER No. 912: *Eastern permitted to inaugurate nonstop service.*

The Board on February 28 granted Eastern Air Lines, Inc., permission to inaugurate on March 1, 1941, nonstop service between Charleston, S. C., and Brunswick, Ga., and between Jacksonville, Fla., and Washington, D. C., intermediate points on Route No. 6.

ORDER No. 913: *Re petition of Eastern for exemption from provisions of Section 238.3 of the Economic Regulations of the Board.*

The Board on March 1 temporarily exempted Eastern Air Lines, Inc., from the provisions of Section 238.3 of the Economic Regulations insofar as said regulation would otherwise prevent it from inaugurating nonstop service between Birmingham, Ala., and New Orleans, La., on Route No. 5.

ORDER No. 914: *Private pilot certificate of Raymond Lee Kidd revoked.*

The Board on February 28 revoked private pilot certificate No. 48357, held by Raymond Lee Kidd, New Orleans, La., for giving flight instruction when he was not possessed of an instructor rating and other violations of the Civil Air Regulations.

ORDER No. 915: *Delta granted permission to intervene in application of Eastern.*

The Board on March 4 granted Delta Air Corp. permission to intervene in the application of Eastern Air Lines, Inc., for an amendment to its certificate of convenience and necessity to include Knoxville, Tenn., as an intermediate stop on Route No. 10.

ORDER No. 916: *Braniff granted permission to intervene in petition of American.*

The Board on March 4 granted Braniff Airways, Inc., permission to intervene in the petition of American Airlines, Inc., to combine Routes 4 and 23 into a single route.

ORDER No. 917: *TWA granted permission to intervene in petition of American.*

The Board on March 4 granted Transcontinental & Western Air, Inc., permission to intervene in the petition of American Airlines, Inc., to combine Routes 4 and 23 into a single route.

ORDER No. 918: *Essair, Inc., granted permission to intervene in application of Braniff.*

The Board on March 4 granted Essair, Inc., permission to intervene in the application of Braniff Airways, Inc., for an amendment to its existing certificate of public convenience and necessity to include Austin, Tex. as a stop on Route 50.

ORDER No. 919: *TWA granted permission to intervene in application of Braniff.*

The Board on March 4 granted Transcontinental & Western Air, Inc., permission to intervene in the application of Braniff Airways, Inc., for an amendment to its existing certificate of public convenience and necessity to include Austin, Tex., as a stop on Route 50.

ORDER No. 920: *Amended certificates and issued temporary certificate.*

The Board on March 5 amended certificate of public convenience and necessity of Pennsylvania-Central Airlines Corporation authorizing air transportation between Pittsburgh, Pa., and Birmingham, Ala. (Route No. 55), so as to include Bristol (Tri-Cities), Tenn.-Va., as an intermediate point; and issued a temporary certificate of public convenience and necessity to Pennsylvania-Central authorizing air transportation to and from Clarksburg, W. Va., as an intermediate point between Wheeling and Charleston, W. Va., on Route No. 55.

ORDER No. 921: *Consolidated matters for hearing.*

The Board on March 7 consolidated the application of Wilmington-Catalina Airline, Ltd., for amendment of its certificate of public convenience and necessity so as to authorize the transportation of persons and property except mail, between Avalon, Santa Catalina Island, and Los Angeles, Calif., with the application of Catalina Air Transport to amend the certificate of Wilmington-Catalina Airline, Ltd., to reflect the change of name to Catalina Air Transport.

ORDER No. 922: *American granted permission to intervene in application of United.*

The Board on March 7 granted American Airlines, Inc., permission to intervene in the application of United Air Lines Transport Corporation for an amendment to its certificate of public convenience and necessity for Route No. 1 to include South Bend, Ind., as an intermediate point.

ORDER No. 923: *TWA granted permission to intervene in application of Northeast.*

The Board on March 7 granted Transcontinental & Western Air, Inc., permission to intervene in the application of Northeast Airlines, Inc., for a certificate of public convenience and necessity authorizing air transportation between Portland, Maine, and New York, N. Y.

ORDER No. 924: *American granted permission to intervene in application of Northeast.*

The Board on March 7 granted American Airlines, Inc., permission to intervene in the application of Northeast Airlines, Inc., for a certificate of public convenience and necessity authorizing air transportation between Portland, Maine, and New York, N. Y.

ORDER No. 925: *Interlocking relationships approved.*

The Board on March 7 approved interlocking relationships included in the application of A. Felix DuPont, Jr., All American Aviation, Inc., and American Export Airlines, Inc.

ORDER No. 926: *Kansas City granted permission to intervene in several applications.*

The Board on March 7 granted the City of Kansas City, Mo., permission to intervene in the applications of Braniff Airways, Inc., Kansas City Southern Transport Co., Inc., Mid-Continent Airlines, Inc., and Continental Airlines, Inc., for certificates of public convenience and necessity.

ORDER No. 927: *Application of UAL dismissed.*

The Board on March 7 dismissed application of United Air Lines Transport Corp. for an exemption under section 416 (b) of the Civil Aeronautics Act, as amended.

ORDER No. 928: *Penn-Central granted permission to inaugurate service.*

The Board on March 8 granted Pennsylvania-Central Airlines, Inc., permission to inaugurate, on March 10, 1941, service at Bristol, Tenn.-Va., through the use of the McKellar Tri-City Airport.

ORDER No. 929: *Penn Central granted permission to inaugurate service.*

The Board on March 8 granted Pennsylvania-Central Airlines Corp., Inc.,

permission to inaugurate, on March 10, 1941, service at Clarksburg, W. Va., through the use of the Harrison County Airport.

ORDER No. 930: *Raymond Weadock directed to appear before an examiner.*

The Board on March 11 directed Raymond L. Weadock, Shreveport, La., to appear before an examiner of the Board and show cause why his student pilot certificate No. S-211400 should not be suspended or revoked for taking off from an airport when there was a risk of collision with another aircraft and without giving right-of-way to a landing aircraft, in violation of the Civil Air Regulations.

ORDER No. 931: *Clarence Conroy directed to appear before an examiner.*

The Board on March 11 directed Clarence A. Conroy, Youngstown, Ohio, to appear before an examiner of the Board and show cause why his commercial pilot certificate No. 38754 should not be revoked or suspended for permitting an aircraft, of which he was registered owner and operator, to be flown by a person not possessed of an appropriate currently effective pilot certificate, and other violations of the Civil Air Regulations.

ORDER No. 932: *Student pilot certificate of Glen E. Hofercamp suspended.*

The Board on March 11 suspended for a period of 60 days student pilot certificate No. S-86264, held by Glen E. Hofercamp, Rantoul, Ill., for piloting an aircraft outside of an area in the vicinity of the operating base of his instructor while his certificate had not been certificated for cross-country flight, in violation of the Civil Air Regulations.

ORDER No. 933: *Student pilot certificate of Thomas H. Krumm suspended.*

The Board on March 11 suspended for a period of 60 days student pilot certificate No. S-45282, held by Thomas H. Krumm, Columbus, Ohio, for piloting an aircraft over a congested area at an altitude of approximately 150 feet, and other violations of the Civil Air Regulations.

ORDER No. 934: *Student pilot certificate of Joe Adamson revoked.*

The Board on March 11 revoked student pilot certificate No. 144790, held by Joe Adamson, Okmulgee, Okla., for piloting an aircraft carrying a passenger other than a certificated instructor, and other violations of the Civil Air Regulations.

ORDER No. 935: *Student pilot certificate of Frank Hasson revoked.*

The Board on March 11 revoked student pilot certificate No. S-49420, held by Frank L. Hasson, Jr., Kirkwood, Mo., for piloting an aircraft carrying a passenger other than a certificated instructor, and other violations of the Civil Air Regulations.

ORDER No. 936: *Solo pilot certificate of Merle H. Weible revoked.*

The Board on March 11 revoked solo pilot certificate No. 94918, held by Merle H. Weible, Coffeyville, Kans., for piloting an aircraft carrying a passenger other than a certificated instructor, in violation of the Civil Air Regulations.

ORDER No. 937: *Dismissed petition of Glennys Olsen.*

The Board on March 11 dismissed the petition of Glennys M. Olsen, Santa Monica, Calif., for reconsideration of her application for the issuance of a student-pilot certificate.

ORDER No. 938: *Chicago & Southern granted permission to intervene in applications of Pan American and American Export.*

The Board on March 11 granted Chicago & Southern Air Lines, Inc., permission to intervene in the applications of Pan American Airways, Inc., and American Export Airlines, Inc., for certificates of public convenience and necessity authorizing air transportation between New Orleans, La., and points in Central America.

ORDER No. 939: *Pan American authorized to transport certain persons.*

The Board on March 13 authorized Pan American Airways Co. (Del.), to transport certain officials of the Government of Bermuda, subject to space available, between Lisbon, Portugal, and Port of Spain, Trinidad, via the intermediate point Bolama, Portuguese Guinea, in the conduct of a westbound transatlantic flight from Lisbon, Portugal, to New York, N. Y.

ORDER No. 940: *Application of Railway Express Agency denied.*

The Board on March 13 denied the application of Railway Express Agency, Inc., for a certificate of public convenience and necessity seeking authority to continue to operate an "air express" business over the existing lines of certificated air carriers pursuant to the terms of certain contracts (opinion and order—Docket 19-401 (E)-1).

ORDER No. 941: *Temporarily exempted Railway Express from provisions of section 401 (a) of the act.*

The Board on March 13 temporarily relieved Railway Express Agency, Inc., from the requirements of section 401 (a) of the act to the extent necessary to enable it, without obtaining a certificate of public convenience and necessity, to engage in the operations conducted by it with respect to the transportation of property by air pursuant to the contracts now existing between it and certain air carriers.

ORDER No. 942: *Herbert W. Susott ordered to show cause.*

The Board on March 15 ordered Herbert W. Susott, holder of airline trans-

port pilot certificate No. 12166, to appear before an examiner of the Board and show cause why his certificate should not be suspended or revoked for failure to exercise a reasonable degree of care, precaution, and vigilance while operating an American Airlines aircraft in the vicinity of the Lambert-St. Louis Airport.

## REGULATIONS

REGULATION No. 151; *The Board on March 6 adopted Amendment No. 103 of the Civil Air Regulations, "Regulating Occupancy of Pilots' Compartment." The amendment follows:*

Effective March 15, 1941, section 61.7803 is amended to read as follows:

"61.7803 *Pilots' compartment.*—(a) The door or doors between the pilots' compartment and the passenger compartment shall be kept closed during the operation of an air carrier aircraft in scheduled flight. No person except a member of the operating crew or an air carrier inspector of the Administrator of Civil Aeronautics shall be admitted to the pilots' compartment during such flight unless his admission is approved by the first pilot and such person is one of the following: (1) An employee of the Federal Government, or of an air carrier or other aeronautical enterprise, whose duties are such that his presence in the cockpit is necessary or advantageous to the conduct of safe air carrier operations or the improvement of the safety of such operations; (2) A person whose presence in such compartment has been specifically authorized by the management of the air carrier operating the aircraft and by the Administrator.

"(b) No person shall occupy a seat in the pilots' compartment or the companionway thereto unless such seat is securely attached to the structure of the aircraft and is provided with a safety belt which shall be kept fastened by the occupant throughout his occupancy of such seat.

"(c) No person not a member of the flight crew, or engaged during flight in the checking of pilots' operations for the Federal Government or for the air carrier, shall be admitted to the pilots' compartment during scheduled flight unless a seat is also available for his use in the passenger compartment.

"(d) Any air carrier inspector of the Administrator of Civil Aeronautics shall be admitted to the pilots' compartment of an air carrier aircraft at any time while in the performance of his official duty."

"Federal employees who deal responsibly with matters relating to air carrier safety and such air carrier employees as pilots, dispatchers, meteorologists, communication operators, and mechanics whose efficiency would be increased by familiarity with flight conditions in the pilots' compartment may be considered eligible under this requirement. Employees of traffic, sales, and other air carrier departments not directly related to flight operations cannot be considered eligible unless authorized under (2)."

## AIRPORT HELPERS

(Continued from page 88)

a final check of a ship before a pilot leaves the field; to check the miscellaneous airport equipment such as wind indicators and obstruction lights; and procedures to be followed in case of accidents, including first aid.

At the smaller airports, they meet the incoming planes and direct pilots to the registers; supply information or direct the inquirer to an official source; note and report any defects observed in planes; periodically inspect first-aid equipment for shortage and requisition

replacements; and check the field lighting facilities. They are taught to tie down planes and secure control surfaces so that damage will not result from wind; and they perform hundreds of other important duties that fall within the broad interpretation of ground service.

It is planned to carry on this work in each of the C. A. A.'s seven regions so that eventually the entire country will be covered by the project.

## Aeronautical Charts

During February the following new editions of aeronautical charts were issued by the United States Coast and Geodetic Survey. Pilots are warned that the previous editions of the same charts are canceled and now are obsolete.

Regional and direction-finding (DF) charts are sold for 40 cents each, while sectional charts are 25 cents each. On orders grossing \$10 or more, a 33½ percent discount is allowed. Copies of these charts may be obtained from the Coast and Geodetic Survey, Washington, D. C., and from recognized dealers at major cities and airports.

### New Alaska Aeronautical Chart

*St. Elias.* February 1941. Scale 1:1,000,000. Size 23 by 30 inches. Located in latitude 57°40'–52°40' N., longitude 135°–147° W., an area of about 129,000 square miles. Price 40 cents. The second of the Alaska chart series to be published. Lithographed in 15 colors, showing towns, topographic names, and railroads in black; contours in brown; roads and trails in purple; airports, isogonic lines, and radio facilities in red; drainage in blue; and 8 gradient tints.

### New Edition of Direction Finding Aeronautical Chart

*25-DF.* February 1941. Size 32 by 34 inches. Located in latitude 26°–40° N., longitude 87°–107° W., an area of some 850,000 square miles. Accumulation of changes since last edition.

### New Editions of Regional Aeronautical Charts

*I-M.* February 1941. Size 22 by 35 inches. Located in latitude 44°–49° N., longitude 114°–125° W., embracing an area of about 197,000 square miles. Accumulation of changes since last edition.

*E-M.* January 1941. Size 26 by 45 inches. Located in latitude 32°–38° N., longitude 87°–99° W., an area of about 290,000 square miles. Accumulation of changes since last edition.

*15-M.* February 1941. Size 26 by 37 inches. Located in latitude 26°–32° N., longitude 97°–106°30' W., an area of about 246,000 square miles. Accumulation of changes since last edition.

### New Edition of Sectional Aeronautical Chart

*Phoenix.* January 1941. Size 20 by 40 inches. Located in latitude 32°–34° N., longitude 108°–114° W., an area of about 55,000 square miles. Addition of the Cochise radio range, airway beacons between Tucson and Rodeo, and civil airways between Tucson and Columbia.

### Recognized Dealers

The Coast and Geodetic Survey has announced the addition of the following to the list of recognized dealers authorized to sell charts:

Missouri Aviation Corp., 416 Admiral Boulevard, Kansas City, Mo.

(The above replaces Bewdouw Aeromotive Corp., same address.)

Range Data, Inc., P. O. Box 1752, Dallas, Tex.



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